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Congressional Information Service
Washington, D.C.

101ST CONGRESS
2d Session

SENATE

REPORT
101-276

CERTIFICATION OF DOCUMENTATION FOR
THE VESSEL "CAMELOT"

Mr. HOLLINGS, from the Committee on Commerce, Science,
and Transportation, submitted the following

REPORT

OF THE

SENATE COMMITTEE ON COMMERCE,
SCIENCE, AND TRANSPORTATION

ON

S. 1855



MAY 2 (legislative day, APRIL 18), 1990.—Ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

39-010

WASHINGTON : 1990

5263-3

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

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CERTIFICATE OF DOCUMENTATION FOR THE VESSEL
"CAMELOT"

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Mr. HOLLINGS, from the Committee on Commerce, Science, and Transportation, submitted the following

REPORT

[To accompany S. 1855]

The Committee on Commerce, Science, and Transportation, to which was referred the bill (S. 1855) to authorize a certificate of documentation for the vessel *Camelot*, having considered the same, reports favorably thereon and recommends that the bill do pass.

PURPOSE OF BILL

S. 1855, as reported, grants coastwise trading and fisheries privileges to the vessel *Camelot*.

BACKGROUND AND NEEDS

Subject to certain limited exceptions, the law known as the Jones Act (section 27 of the Merchant Marine Act, 1920) and sections 12106 through 12108 of title 46, U.S. Code, provides that only vessels built in the United States, continuously documented under the laws of the United States, and continuously owned by U.S. citizens may transport merchandise or passengers in the coastwise trade, or engage in the fisheries, of the United States.

Where the facts applicable to a particular vessel suggest that the U.S.-built or U.S.-owned requirements have not been satisfied, the Coast Guard may not issue a document granting coastwise trading or fisheries privileges for that vessel unless the requirements of the Jones Act and title 46 are statutorily waived.

The vessel *Camelot*, U.S. official number 923202, is a 34-foot vessel currently owned by Dennis J. Rogers of Sitka, Alaska. The vessel was built in Kelso, Washington, in 1971 and operated out of

the State of Washington until it was sold to its present owner in 1987. Mr. Rogers obtained a pleasure boat documentation for the vessel but now wants to use the vessel for commercial fishing operations.

Mr. Rogers has had a marine documentation service investigate the vessel's history and was able to locate and document all but one of the previous owners. The service has established the name of the missing owner, but it has not been able to locate him to document U.S. ownership.

LEGISLATIVE HISTORY

S. 1855 was introduced on November 8, 1989, by Senator Stevens. In open executive session on April 3, 1990, the Committee considered S. 1855, and ordered the legislation reported favorably without objection and without amendment.

ESTIMATED COSTS

In accordance with paragraph 11(a) of rule XXVI of the Standing Rules of the Senate and section 403 of the Congressional Budget Act of 1974, the Committee provides the following cost estimate, prepared by the Congressional Budget Office:

U.S. CONGRESS,
CONGRESSIONAL BUDGET OFFICE,
Washington, DC, April 12, 1990.

Hon. ERNEST F. HOLLINGS,
Chairman, Committee on Commerce, Science, and Transportation,
U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: The Congressional Budget Office has reviewed S. 1855, a bill to authorize a certificate of documentation for the vessel *Camelot*. The bill was ordered reported by the Senate Committee on Commerce, Science, and Transportation on April 3, 1990. Enactment of S. 1855 would not result in any cost to the federal government or to state or local governments.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Deborah Reis, who can be reached at 226-2860.

Sincerely,

ROBERT D. REISCHAUER,
Director.

REGULATORY IMPACT STATEMENT

In accordance with paragraph 11(b) of rule XXVI of the Standing Rules of the Senate, the Committee provides the following evaluation of the regulatory impact of the legislation, as reported.

Because S. 1855 does not create any new programs, the legislation will have no additional regulatory impact, and will result in no additional reporting requirements. The legislation will have no further effect on the number or types of individuals and businesses regulated, the economic impact of such regulation, the personal privacy of affected individuals, or the paperwork required from such individuals and businesses.

SECTION-BY-SECTION ANALYSIS

The bill consists of one section. It provides that, notwithstanding sections 12106, 12107, and 12108 of title 46, U.S. Code, and section 27 of the Merchant Marine Act, 1920 (46 App. U.S.C. 883), as applicable on the date of enactment of the bill, the vessel *Camelot*, U.S. official number 923202, is eligible to engage in the coastwide trade and commercial fisheries, and the Secretary of Transportation may issue a certificate of documentation for such vessel.

CHANGES IN EXISTING LAW

In compliance with paragraph 12 of rule XXVI of the Standing Rules of the Senate, the Committee states that the bill as reported would make no change to existing law.

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